

FAST EXPRESS PLOUGHS INTO LOADED TRAIN

Two Killed and Forty Injured in Frightful Rear-End Crash.

PASSENGERS SAW DANGER COMING

Sat Rooted to Seats Paralyzed With Fear and Unable to Move.

ENGINEER WAS UNABLE TO CHECK GREAT SPEED

Havoc Wrought So Great It Was at First Believed Everybody in the Last Two Cars Had Been Killed.

The Dead and Injured.

PHILADELPHIA, September 29.—Running at great speed past a signal set against it and a trainman, who was wildly waving a warning to the engineer of danger ahead, a New York express train, bound for Philadelphia on the New York and Pennsylvania Railroad, crashed into a stalled Long Branch express at Edgington, thirteen miles north of this city, today, with the result that two persons are dead and forty injured, several of whom are believed to be fatally hurt.

Three of the cars of the Long Branch train were telescoped by the terrific impact of the heavy New York express. The dead were:

MRS. W. H. CONNELL, Trenton, N. J., wife of a railroad brakeman.

MARY O. MAILEY, Rahway, N. J.

The Long Branch train left the station at 7:15 A. M., and was going to Philadelphia at 8:20, and the other express left New York at 7:50 and was due here at 8:30.

At Edgington, about four miles north of Philadelphia, the New York express was fourteen minutes behind the Long Branch train. The Long Branch express was compelled to stop at Edgington because of a faulty signal, and while the train was stopped the New York express, which was traveling at a terrific speed, crashed into it, the head brakeman went back 150 yards to clear the tracks. He stood about half-way between the rear of his train and the automatic signal, which was set against the train.

Edgington, N. J. At Edgington, the New York express, who was not hurt, said he saw the red signal, as well as the flagman, but was unable to bring his train to a standstill. The engine struck the rear of the Long Branch train, causing it to be completely telescoped. The next crash was heard from its trucks and passed through the coach ahead.

The havoc done was so great that it was at first believed by eye-witnesses that every one in the last two cars had been killed. The wreckage was piled high in a seemingly unbroken mass, but willing workers from the New York Express, some of whom were hurt, and the injured travelers of the Long Branch train, quickly set to work and found that most of the injured passengers were alive.

In the course of an hour the dead and all the injured had been removed and laid on the sides of the railroad, awaiting relief trains. Some of the living victims were placed on it and rushed to Bristol, and others were started for Philadelphia on the underground section of the Long Branch train.

After the accident fireman Howick, of the New York Express, said he found the engine-cook of the third car of his train turned, which cut off the air from all the cars back of the first three.

At West Philadelphia station the unusual rush of ambulances and police patrol wagons attracted thousands of people and the station was jammed with curiosity-seekers when the relief train came in.

On the train which arrived at the West Philadelphia station at 11:05 were twelve persons. They were distributed among the hospitals. Among those hurt were J. H. Caswell, 25 years old, of Washington, D. C., a traveling man for the Pittsburgh Steel Company. He was suffering from scurvy and died. He got on the Long Branch train at Trenton en route to Philadelphia.

Mr. Caswell said: "A short distance north of Edgington the brakes of our train went and we stopped for repairs. As is usual when a train stops many passengers got out and stood along the track. I sat in my car and was suddenly horrified to see those outside waving their arms and shouting like mad. I saw at a glance the New York Express rushing toward our train and I jumped out of the window. Just as I leaped the crash came. The wreckage was something awful. I saw the bodies of three of the injured. They were terribly mangled."

Paralyzed by Fear.

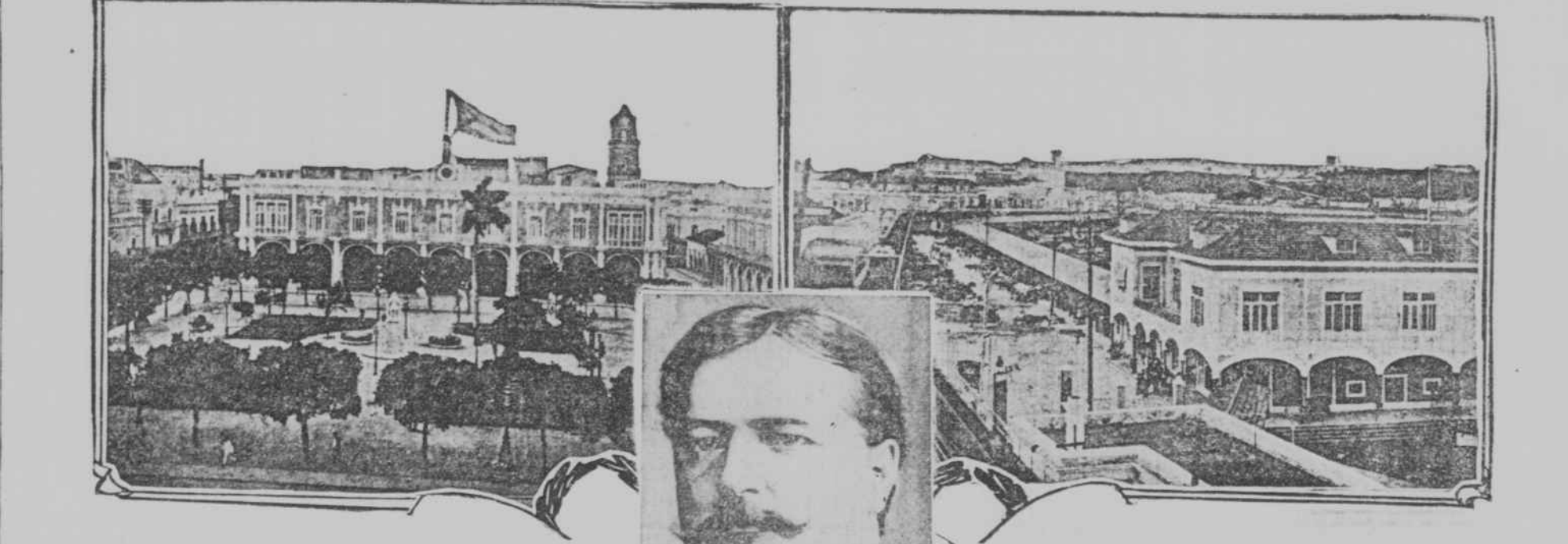
C. M. Brown, of Boston, on his way to Washington, was on the express from New York. He was uninjured, and accompanied Mr. Caswell to Philadelphia to look after him.

Mr. Brown said that so far as he knew no person was injured on the New York express. The engineer and fireman saved their lives by jumping. He says his train was running slowly when the collision occurred. There is a curve near where the Long Branch train had stopped for repairs and Mr. Brown says the train was hidden from view until the express from New York was almost upon it. Passengers in his train saw that the collision was inevitable, but they sat rooted to their seats, paralyzed by fear.

Favor Annexation.

DETROIT, MICH., September 29.—The Sixth District Democratic Congressional Convention today nominated William Snyder, of Detroit, for Congress. A resolution was adopted favoring the annexation of Cuba.

PRESIDENT ORDERS 6,000 TROOPS TO CUBA AT ONCE; AMERICAN PROVISIONAL GOVERNMENT ASSUMES POSSESSION



THE PRESIDENTIAL PALACE. THE LANDING STATION, HAVANA. SECRETARY OF WAR TAFT.

INSURGENTS SLAY AMERICAN MARINES

Reported That Twenty-Six Were Killed in Cuba Friday.

WIRELESS MESSAGE SENT TO NORFOLK

Details Very Meagre, But Source of Information Regarded as Reliable—Insurgents Attempted to Prevent the Landing of Sailors.

NORFOLK, VA., September 29.—The Virginian-Pilot to-morrow morning will say:

From a reliable source it is learned that a wireless message was received at the Norfolk Navy Yard late yesterday afternoon, stating that twenty-five marines and a marine sergeant were killed yesterday in Cuba by the insurgents. It is said that the insurgents had sought to prevent the landing of several hundred marines on Cuban soil.

The first message which was received at the Navy Yard wireless station, according to the information, stated that twenty-six marines had been killed. This was followed by a second message, giving more definite information.

Attempts to verify the report of the receipt of the wireless message met with failure, but the Virginian-Pilot's source of information is regarded as reliable.

DOCTOR AND DAUGHTER KILLED IN RUNAWAY

WILMINGTON, DEL., September 29.—Dr. William T. Skinner, of Glasgow, near here, one of the best known physicians in the State, and his daughter, Rheia, were killed today near their homes, when their horse became frightened by the locomotive of a nearby train and ran away. Dr. Skinner was fifty-five years of age.

Root Back Home.

NORFOLK, VA., September 29.—The cruiser Columbia, with Secretary Root on board, passed in the Virginia Capes at 8:30 o'clock to-night.

MISS LONGWORTHY TO WED POOR ENGLISHMAN

Daughter of Eccentric Couple Who Committed Suicide Soon to Be Married.

[Special Cable to The Times-Dispatch and New York World.]

LONDON, September 29.—Miss Elizabeth Longworthy, who is to marry Hon. Charles Richard Moleworth, is worth \$3,000,000. She is twenty-one years old and beautiful. Her husband is poor.

Miss Longworthy is the daughter of Nicholas Longworthy, who was an eccentric millionaire of Lancashire. He married an Irish girl during a yachting revel at Cowes, a priest performing the ceremony. Both being Protestants, they were again married by the American consul at Antwerp. As a child was about to be born, Longworthy put his wife ashore on the Azores, deserting her with fifty pounds. They met in London seven years later, where the wife brought suit, and Longworthy was ordered to pay her \$250,000 and \$2,500 a year alimony. When the daughter was fourteen the parents again met in Paris, became temporarily reconciled, and finally committed suicide, he shooting himself and she taking poison.

PRESIDENT ATE WITH JACKIES

Caused Consternation Among the Crew of the Missouri by Sitting Down With Sailors.

LOUDLY CHEERED BY CREW

Left for Oyster Bay in Afternoon, After Hearing From Secretary Taft.

BARNSTABLE, MASS., September 29.—President Roosevelt visited the North Atlantic fleet off Cape Cod today, and left with enthusiastic praise for the officers and crews of the fleet. The crew of the battleship Missouri, on which the President had spent the day, cheered themselves hoarse as he left the ship at 1:30, for they had had an honor paid to them which no other crew in the navy had ever received. The President and his guests sat down to dinner with the Jackies. This feature of the trip was a surprise, both to the officers and the men. When the Missouri left the harbor ground and returned to her anchorage, and the first news call was sounded on a marine trumpet, the notes had not ceased resounding throughout the fleet when the President called Admiral Evans to his side and announced that he and his guests would take dinner with the sailors.

The necessary orders were immediately issued and the sailors jumped to their feet in surprise when they saw President Roosevelt walk in on the after gun deck, and take his place at a table where he and his guests had the same mess that was being served to the sailors at the surrounding tables.

One of the men, observing that there were no napkins on the President's table, rushed to the wardroom to procure the necessary table linen. When he returned the President thanked him, but said he was "dining with the boys today," and would have no privileges which they did not enjoy.

President Roosevelt left for Oyster Bay this afternoon, after he had received a long dispatch from Secretary Taft dealing with the situation in Cuba.

Fine Marksman.

The President arrived at the entrance of Cape Cod Bay at about 9 o'clock this morning. Rear Admiral Evans left the flagship Maine shortly afterward and went to the President's yacht, accompanied by Congressman William C. Levering. At 9 o'clock the President boarded the Missouri.

The moment the presidential party arrived on board the Missouri the champion of the North Atlantic fleet saluted out to the target grounds.

Firing at the targets, anchored 1.5 miles away, was begun almost immediately. While the six-inch guns were being fired the President stood behind the gun crew and watched through a strong glass the admirable marksman displayed.

Every shot fired found the target, not a miss being recorded. When the ship turned and went back over the course President Roosevelt went up to the forward turret, where the big 12-inch guns were being prepared. During the firing of these guns he did not remain in the turret, the mechanism having been explained to him earlier in the day. When the ship returned to her anchorage, a newspaper photographer asked the President to pose for a picture, and he immediately gave his consent, on the condition that his picture should be taken with the victorious gun crew.

Train in River.

CLARKSVILLE, TENN., September 29.—A Louisville and Nashville passenger train, northbound, ran into the open bridge across Cumberland River to-night. The engine, baggage and mail coaches went down, carrying with them seven men, five of whom have been rescued.

FORTS AND NAVAL STATIONS WRECKED

DREWRY THROWS BOMB IN THE CAMP

Writes Letter Charging That Statements Made in Asylum Investigation Are Untrue.

WILL INQUIRY BE REOPENED?

Meeting of Eastern State Hospital Committee To-Morrow Will Be Lively Affair.

To-morrow morning at 10 o'clock, in the Senate Chamber of the State Capitol, the legislative committee of the Eastern State Hospital will meet and formulate plans for its report.

It is expected that the session will be somewhat sensational, for it is known that the members of the committee are divided regarding the weight of the evidence that has been given before the body.

Added to this, some bitterness of feeling has been the result of the failure of several members to appear two weeks ago when Chairman Sadler called the committee together.

There are two questions that will come before the committee before it begins the duty of drafting its report. First, it must be decided if it is legal to hold the meeting of the committee here, for the resolution under which the committee is acting distinctly states that "the said committee shall sit at the Eastern State Hospital."

The question arises, therefore, whether or not the members can draw mileage and daily pay when in session outside of the Eastern State Hospital grounds.

Dr. Drewry's Letter.

A more important matter still that will be presented for the consideration of the committee is a letter addressed to the committee from the Central State Hospital Board and Dr. Drewry, its superintendent. This letter will be read to the committee by Chairman Sadler.

It will be remembered that Dr. Foster, in his testimony, made many references to affairs at the Central State Hospital, and stated that he (Foster) had done certain things and suggested others at the meeting of the General Hospital Board.

It is said that Dr. Drewry in a lengthy letter addressed to his local board, denies certain statements of Dr. Foster, and makes other assertions that will probably make it necessary for the committee to reopen the investigation and call him to the stand.

The Drewry letter, it is thought by some, will cause a sensation when it is made public Monday, for it will contain a copy of a telegram addressed to Dr. Foster, while he (Foster) was on the stand.

MARRIAGE CAUSED BY MOBILE STORM

Miss Eloise Withers Becomes a Bride Instead of a Trained Nurse.

[Special to The Times-Dispatch.]

LYNCHBURG, VA., September 29.—Miss Eloise Withers, of Mobile, Ala., and Mr. Harry Smith, a well-known contractor of New York City, were married here this afternoon.

Miss Withers expected to enter a hospital in Richmond to study for a trained nurse, but the recent storm in her home city caused her to change her plans, and Mr. Smith met her here and they were married. They had been engaged for several years.

DESOLATION IN PATH OF BIG STORM

Reports From Hurricane Growing Hourly More Serious.

PROPERTY GONE MANY LIVES LOST

At Least Forty Vessels Have Been Wrecked in Various Parts of Gulf.

THE DAMAGE IN MOBILE AMOUNTS TO \$5,000,000

Buildings Wrecked in Many Towns in Interior, Lives Endangered and Crops Laid Low—United States Army Post Suffers.

BIRMINGHAM, ALA., September 29.—Mobile is still cut off from the outside world. It is still raining here, and the wind, which left Mobile at 8:20 A. M., Saturday, says that the city will suffer a loss of \$5,000,000 in damage to buildings, steamships, shipping, railroads and commercial losses. The famous shell road is gone, and probably will not be rebuilt. Fifty-nine persons are known to have lost their lives at points near the city, the loss being heaviest at Coden. Following is a corrected list of the dead:

At Coden: Mrs. Kunkle, Miss Kate Clevelander, Mr. and Mrs. Werneth, Miss Anna Werneth, Mrs. Bancroft, Mrs. Turner, Mrs. McRae, Mrs. Wilson, Miss Wilson, Mrs. Clark, Mrs. Clark and two children, Mrs. Clark's mother-in-law, Major Stevens, three Alexander children, Mrs. Hansen and two children, S. J. Thomas, Miss and Luther Cox children, Anne Watts, Lela Wilson, Al. Kipling, Eugene Moore, (deceased), Al. Chami, Ted Chami, Otto Dantin and two children, Dick Warwick's wife (deceased).

At Bayou La Batre: Two fishermen.

At Helton Bay: Twenty drowned; no names ascertained.

At Bonasson: Mrs. Frank Alexander, Miss Mary Alexander, Mrs. J. Alexander and Mrs. Cooper and son.

Further reports from other places indicate that the damage was far greater than at first supposed. Several small towns were wiped off the map. Serious loss of life occurred at many points. Nearly seven inches of rain fell in several places today, adding to the already great suffering. The property loss is enormous everywhere. Crops are utterly ruined in the path of the terrible storm.

TOWNS WIPED OUT; MANY LOST LIVES

Some of Most Prominent People on Coast Killed—Awful Devastation.

MOBILE, ALA., September 29.—A. L. Vance just received from Mobile state that the only outlet is via the Mobile and Ohio Railroad, through this city. The first fast train, south of Mobile, reached here this afternoon, and in company with it stated that not half has been lost of the damage and suffering and terror of the storm. The Louisville and Nashville lines have been cut off, and the Southern Railway, it is reported, is in almost total condition. Public mass meetings are being held in Mobile today and tonight to organize relief committees.

Information today confirms the report that Coden, Alabama, Port Alabama, and Bayou La Batre have been wiped off the map, and that but one house, the Julia Home, is left standing at Coden.

Prominent People Killed.

Among the dead are some of the most prominent people of the coast, including the wife and youngest daughter of State Senator M. L. McIlwain of Washington county; Mrs. D. J. Bates, of Olive Branch, wife and youngest daughter of H. C. Turner, a leading lumberman.

The entire west shore below Mobile is reported completely devastated. Twenty-five bodies have been recovered and thirty more were reported as known to have perished. Many bodies of negroes are included in this report. The surviving negroes are terror-stricken and helpless.

The whites of the vicinity as well as many from Mobile are said to be leaving their homes and to be retreating as far as possible in order to protect property and to avoid the injured and terrified negroes to assist in the work of salvage.

Accounts from along the eastern shore of Mobile Bay state that the entire shore has been wrecked. The wharves at Pointe a la Poudre, Pointe a la Poudre, and other places have been wrecked. The wharves at Pointe a la Poudre, Pointe a la Poudre, and other places have been wrecked. The wharves at Pointe a la Poudre, Pointe a la Poudre, and other places have been wrecked.

One boat from Captain Island, containing thirteen members of a family, is reported lost.

Land Desolate.

Reports from along the line of the Louisville and Nashville Railroad show great destruction. J. K. Dantin, a 22-year-old traveling man, who left Gulfport yesterday afternoon, and reached here this afternoon, says no lives were lost at that point, but the property damage will run into the millions. The Gulf and Ship Island Railroad being the principal loss. A special train of that road is lost in the woods. The great pier was wrecked by some thirty schooners and other vessels being dashed against it, the boats being reduced to kindling wood. The